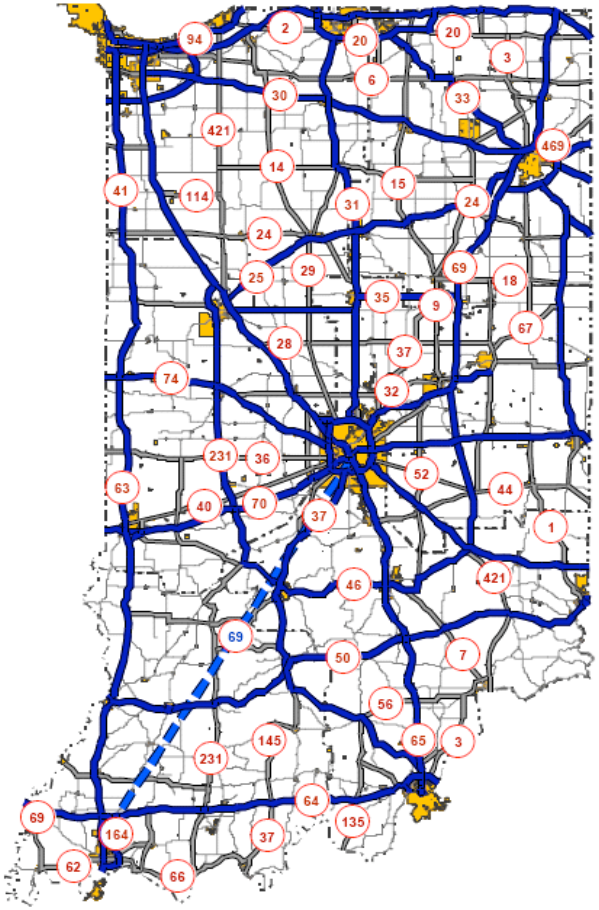
U. S. 50 Corridor



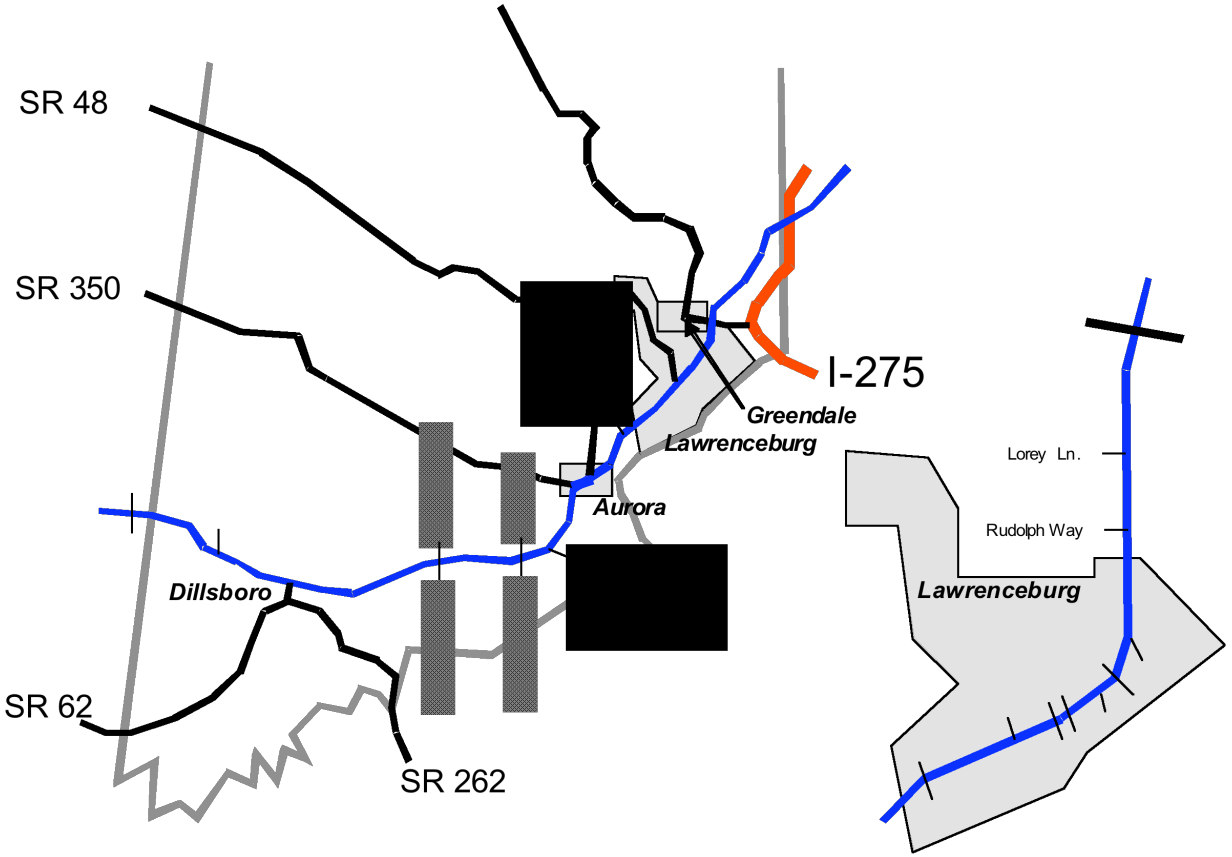
Purpose of Study

- Evaluate Existing Conditions.
- Project Future Conditions.
- Identify Deficiencies in System.
- Propose Alternatives to Correct Deficiencies.

Data Gathering

- Traffic Volumes.
- Characteristics of Existing Roadway.
- Accidents.
- Congestion.
- Access Points.

Corridor Details



Existing Conditions Report

- Roadway Characteristics.
- Roadway Operations.
- Related Studies.
- Committed Projects.

Roadway Characteristics – Classified as a State-Wide Mobility Corridor

- Connect Major Metropolitan Areas of the State and Neighboring States.
- Provide Regional Access to Cities and Regions Around the State.
- Play a Vital Role in the Economic Development of the State.

State-Wide Mobility Corridors are Characterized By:

- High Design Standards.
- High Traffic Speeds.
- Free Flowing Conditions.
- Large Vehicular and Truck Traffic Volumes.

Existing Geometrics

- Four-Lane Divided Highway From Dillsboro to Aurora.
- Four-Lanes with Left Turn Lanes or Two-Way Left Turn Lane from Aurora Through Lawrenceburg.
- Six-Lanes from Lawrenceburg to I-275.
- Corridor Generally Conforms to Design Standards for this Type of Facility.

Access Points and Bridges

- Number of Access Points Directly Influences Roadway Capacity and Safety.
- Highest Density of Access Points is between S.R. 148 and Wilson Creek Road – 53/Mile.
- Segment Through Lawrenceburg is 35/Mile.
- Three Bridges on Corridor, the Tanners Creek Bridge is classified as functionally obsolete.

Roadway Operations

- Existing Crash Rates.
- Existing and Forecasted Traffic Volumes.
- Traffic Operations.

Existing Crash Rates

- Generally US 50 from west of Aurora to Wilson Creek Road Experienced Overall and Injury Crash Rates Above the Statewide Averages.
- Object in Road, Following too Closely, Failure to Yield Right-of-Way were Major Causes.
- Through Lawrenceburg, the Highest Crash Rate and Injury Rate is at Arch Street, Primarily Due to Rear-End Crashes.

Existing and Forecasted Traffic Volumes

		2001 AADT		2031 AADT
US-50	1D	7680	Ripley County Line	10910
	2D	10310	SR-62 & IR-77(Station Hollow Rd)	14340
	3D	15360	IR-7 (Cole Ln.)	21810
	4D	17350	Hill Top Dr. (Aurora)	24640
	5D	21070	Exporting St. (Aurora)	29919
	6D	27990	SR-56 & SR-350 (Aurora)	39750
	7D	37350	George St. (Aurora)	53040
	8D	35550	SR-148 (Aurora)	50480
	9D	41930	SR-48 (Lawrenceburg)	59541
	1E	34950	Main St. (Lawrenceburg)	49629
	2E		SR-1 & I-275 Ramps	
			Ohio State Line	

Traffic Operations – Corridor Analysis, Existing Conditions

Location	Direction			
	Eastbound		Westbound	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
County Highway 750 to County Line Road	LOS A	LOS A	LOS A	LOS A
County Line Road to SR 262	LOS A	LOS A	LOS A	LOS A
SR 262 to Mount Tabor Road/Hoffman Road	LOS A	LOS A	LOS A	LOS A
Mount Tabor Road/ Hoffman Road to Cole Lane/Gatch Hill Road	LOS A	LOS A	LOS A	LOS A
Cole Lane/Gatch Hill Road to Dutch Hollow Road	LOS A	LOS A	LOS A	LOS A
Dutch Hollow Road to SR 350	LOS A	LOS A	LOS A	LOS A
SR 350 to SR 148 (Aurora)	LOS B	LOS B	LOS A	LOS B
SR 148 to Wilson Creek Road	LOS C	LOS B	LOS A	LOS C

Table 3.03-1 Existing Corridor LOS from HCS

Traffic Operations – Corridor Analysis, Future Conditions

Location	Direction			
	Eastbound		Westbound	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
County Highway 750 to County Line Road	LOS A	LOS A	LOS A	LOS A
County Line Road to SR 262	LOS A	LOS A	LOS A	LOS A
SR 262 to Mount Tabor Road/Hoffman Road	LOS A	LOS A	LOS A	LOS A
Mount Tabor Road/ Hoffman Road to Cole Lane/Gatch Hill Road	LOS A	LOS A	LOS A	LOS A
Cole Lane/Gatch Hill Road to Dutch Hollow Road	LOS A	LOS A	LOS A	LOS B
Dutch Hollow Road to SR 350	LOS A	LOS A	LOS A	LOS B
SR 350 to SR 148 (Aurora)	LOS C	LOS B	LOS B	LOS C
SR 148 to Wilson Creek Road	LOS C	LOS C	LOS B	LOS D

Table 3.03-3 Future (2031) No-Build Corridor LOS from HCS

Traffic Operations – Intersection Analysis, Existing Conditions

- During Weekday Afternoons Westbound Traffic Blocks Intersections and Causes Signal Cycle Failures.

Location	Intersection Operations			
	AM Peak Hour		PM Peak Hour	
	Overall Intersection Ops	LOS **F** Movement(s)	Overall Intersection Ops	LOS **F** Movement(s)
US 50 and Tanner's Creek Parkway	LOS B		LOS C	
US 50 and SR 48	LOS D	NBL SBT	LOS E	EBL NBL, NBT SBL, SBT, SBR
US 50 and Main Street	LOS B		LOS D	EBL NBL, NBT SBL
US 50 and Front Street	LOS A		LOS C	NBL
US 50 and Walnut Street	LOS A		LOS A	NBL SBL
US 50 and Arch Street	LOS A		LOS B	EBT WBT
US 50 and Argosy Parkway	LOS B		LOS C	
US 50 and Rudolph Way	LOS A		LOS A	
US 50 and Lorey Lane	LOS A		LOS B	
US 50 and SR 1/ Belleview Ave.	LOS D	EBL, EBT NBL SBL	LOS **F**	EBT WBL NBL SBL, SBT

Note: NBL = Northbound Left NBT = Northbound Through NBR = Northbound Right
SBL = Southbound Left SBT = Southbound Through SBR = Southbound Right
EBL = Eastbound Left EBT = Eastbound Through EBR = Eastbound Right
WBL = Westbound Left WBT = Westbound Through WBR = Westbound Right

Table 3.03-2 Existing Intersection Operations from Synchro/SimTraffic

Traffic Operations – Intersection Analysis, Future Conditions

- Congestion is Expected to Worsen with Extreme Delays and Queuing

Location	Intersection Operations			
	AM Peak Hour		PM Peak Hour	
	Overall Intersection Ops	LOS F Movement(s)	Overall Intersection Ops	LOS F Movement(s)
US 50 and Tanner's Creek Parkway	LOS C		LOS D	
US 50 and SR 48	LOS E	EBL WBL	LOS **F**	EBT, EBL WBL, WBT, WBR NBL, NBT SBL, SBT
US 50 and Main Street	LOS A		LOS **F**	EBL NBL, NBT, NBR SBL, SBT, SBR
US 50 and Front Street	LOS A		LOS E	WBL NBL, NBT, NBR SBL, SBT, SBR
US 50 and Walnut Street	LOS B		LOS B	NBL SBL
US 50 and Arch Street	LOS B		LOS B	EBL WBL
US 50 and Argosy Parkway	LOS C	NBL	LOS C	
US 50 and Rudolph Way	LOS B		LOS A	
US 50 and Lorey Lane	LOS B		LOS B	
US 50 and SR 1/ Belleview Ave.	LOS **F**	EBL, EBT, EBR NBL SBL	LOS **F**	EBL, EBT WBL, WBT, WBR NBL, NBT SBL, SBT

Table 3.03-4 Future (2031) No-Build Intersection Operations from Synchro/SimTraffic

Related Studies

- Tanners Creek Bridge.
- Dearborn County Transportation Assessment.
- S.R. 1 – S.R. 48 Connector.
- Regional Rail Plan.
- Gateway Study.
- OKI 2030 Regional Transportation Plan

Purpose and Need

- Congestion.
- Safety.
- Tanners Creek Bridge.
- Statewide Mobility Corridor.

Resource Map

- Flood Plains – Wetlands.
- Historic – Archaeological.
- Underground Storage Tanks – Disposal Sites.

Alternative Development

- Short-Term and Long-Term Solutions.
- On-Route and Off-Route Alternatives.
- Public Involvement – September, 2006.
- Alternative Screening Process.

Website

- www.state.in.us/dot
- Projects/Studies